SATISH SHARMA): (a.) to (c) The oily water during various floor washings and local draining is collected in a Sump at the Uran complex. On 16-64994 at 02.50 hrs. the sump pump tripped due to a power dip in the MSEB grid Consequent to this the heavy rain, a minor quasttity of oily water from the sump over Hewed. ONGC Ltd. could restart the pomp at 07.30 hrs. on the same day.

(d) Yes Sir

(c) The sump pump system is not provided with emergency power.

(f) Since this was a minor operational upset due to a power dip in the MSEB grid, no action against ONGC Ltd., is called for.

Modernisation of Mangalore Railway Station

1277. SHRI JANARDHANA POO-)ARY: Will the Minister of RAILWAYS
he pleased to state:

la) whether Government have any proposal unde4 its consideration to modernise Mangalore railway station; if no, the details of proposals: and

(b) the amount of money likely to be spent on the modernisation?

THE MINISTER OF RAILWAYS SHRI C. K. JAFFER SHARIEF)-. (a) and (b) Yes, Sir. In this regard, works of provision of a bay platform and ad-dittnoal retiring rooms and dormitory have been sanctioned at a cost of Rs. 13.50 lakh.

Second entry gate to Delhi Railway Station on Kashmiri Gate side

1278. SHRI O. P. KOHLI: Will the Minister of RAILWAYS be pleased to state;

(a) whether there is heavy congestion on roads in front of the Delhi Railway Station and there is no unification between the rail and road heads in Delhi;

(b) if so, whether there is any proposal under Government's consideration to open second entry on Kashmiri Gate side to decongest tho roads and to unify the rail and road heads;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) The roads on Kashmiri Gate side are narrow and congested and no space is available for creating circulating' parking areas on this side.

Requirement of Railway Coaches

1279. SHRIMATI CHANDRJJCA ABHINANDAN JAIN; WiU the Minister of RAILWAYS pleased to state:

(a) whether the coaches in trains of the Western and Central Railways are sufficient to meet the demand of passenger
traffic; and

(b) the number and types of Railway coaches demanded and actually provided
to the Western and Central railways dur ing the year 1993-94 and so far in 1994-95?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): <a) and (b) Available coaches on Central and Western Railways are by and large adequate to meet the present level of passenger traffic. During 1993-94, Central Railway were provided 112 coaches and Western Railway 244. About 155 coaches to Central Railway and 145 coaches to Western Railway are being provided from new builds in 1994-95. Coaches are allotted to various zonal railways depending on the requirement for replacement, additional services, etc

53 second Class day coaches, 8 SLRs 5 A.C. Chair Cars to Central Railway and 5 A.C. Chair Care to Western Rail-way have been despatched by Productive Units during 1994-95 upto June, 199*